



**TRUCK  
MANUFACTURERS  
ASSOCIATION®**

1225 New York Avenue, NW – Suite 300  
Washington, DC 20005-6156  
Phone: 202/638-7825 • Fax: 202/737-3742

250 Bridge Street – Suite 100  
Carleton Place, ON K7C 3P4  
Phone: 613/253-8858 • Fax: 613/253-8859

Mr. Otto Matheke  
Attorney-Advisor  
Office of the Chief Counsel  
National Highway Traffic Safety Administration  
400 Seventh St. S.W.  
Washington, D.C. 20590

September 15, 2003

**Reference:** Docket No. 03-15277, 68 FR 47485, August, 11, 2003; FMVSS: Heavy Vehicle Antilock Brake System (ABS) Performance Requirement

The Truck Manufacturers Association (TMA), whose members include all of the major North American manufacturers of medium and heavy-duty trucks (greater than 8845 kilograms (19,500 pounds) gross vehicle weight rating) submits the following request for clarification relative to the subject Final Rule. TMA member companies include: **Ford Motor Company, Freightliner LLC, General Motors Corporation, International Truck and Engine Corporation, Isuzu Motors America, Inc., Mack Trucks, Inc., PACCAR Inc, and Volvo Trucks North America, Inc.**

TMA members manufacture "completed vehicles" and "incomplete vehicles" (i.e., "chassis-cabs"). Stated another way, TMA members manufacture vehicles which are manufactured in one stage - completed vehicles, and vehicles which are manufactured in two or more stages - incomplete vehicles (chassis-cabs). Chassis-cabs are the most common type of incomplete vehicle, but not the only type. In the case of incomplete vehicles (chassis-cabs), TMA members manufacture the first stage of the vehicle. The completed vehicles manufactured by TMA members are typically "truck tractors", whereas incomplete vehicles may be either truck tractors or "trucks", i.e., when they are completed by a final stage manufacturer. At least one TMA member in the past manufactured a completed vehicle that was a truck, i.e., the truck was manufactured in one stage.

49 CFR 567.5, titled, "Requirements for manufacturers of vehicles manufactured in two or more stages", requires TMA members to label the chassis-cabs they manufacture. 49 CFR 567.3 defines chassis-cab as an incomplete vehicle. This appears to confirm that chassis-cabs, or incomplete vehicles, are vehicles manufactured in two or more stages.

49 CFR Part 568, titled "Vehicles Manufactured In Two Or More Stages", requires TMA members to provide an Incomplete Vehicle Document with their incomplete vehicles (chassis-cabs). This also appears to confirm that chassis-cabs, or incomplete vehicles, are vehicles manufactured in two or more stages.

The subject Final Rule for braking-in-a-turn requirements for single-unit trucks and buses in FMVSS 121 has two effective dates. The first date, July 1, 2005, is for "trucks"; the second date, July 1, 2006, is for "trucks manufactured in two or more stages". The wording of the amended FMVSS 121 appears to require that TMA members comply with the new braking-in-a-turn requirements by July 1, 2005, **IF** they manufacture a truck in one stage, i.e., a "completed vehicle", or more specifically a "completed truck". On the other hand, for the incomplete vehicles (chassis-cabs) manufactured by TMA members, which are stage one of a vehicle (in many cases a truck) manufactured in two or more stages, the effective date is listed as July 1, 2006.

TMA is seeking a clarification from NHTSA whether this rule requires trucks manufactured in one stage, **AND** incomplete vehicles (chassis-cabs) configured as trucks, to meet the 2005 date, while allowing "intermediate manufacturers" and "final stage manufacturers" an additional year (the 2006 date). This is not reflected in the amended wording of FMVSS 121. The preamble of the Final Rule did not help clarify this point, especially the reference to "two years...for intermediate manufacturers". Perhaps this reference was supposed to be "two years...for incomplete vehicle manufacturers"?

TMA requests clarification as to the agency's intent concerning the two effective dates, or more specifically, which date do incomplete (chassis-cab) vehicle manufacturers have to meet. This question also applies to FMVSS 105, which has the same confusing effective dates.

Also, Table I of the amendment uses the abbreviation "LLVW". This abbreviation is not defined anywhere in 121. The definition of "lightly loaded vehicle weight" or "LLVW" appears only in FMVSS 105. This definition should be added to FMVSS 121.

If I can be of any further assistance on these questions, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert M. Clarke", is written over a light gray rectangular background.

Robert M. Clarke  
President